

Claims: I claim:

1. A cart of the type foldable from a compact storage condition into an open condition for transporting cargo comprising;

(a) an elongated cart frame formed of a plurality of spaced apart opposite side members of a predetermined cross-sectional shape

(b) a handle of a predetermined cross-sectional shape extending from the top of said cart frame

(c) a cargo platform formed of a plurality of spaced apart opposite side members of a predetermined cross-sectional shape pivotally mounted to the lower part of said cart frame

(d) a first wheel means to move said cart mounted near the bottom end of said cart frame

(e) a versatile cart wherein an improvement comprises a first suspension means for shock absorption whereby said cart can operate over extreme terrain while maintaining stability and control.

2. The cart of claim one wherein an improvement comprises a first means of extending said first wheel means beyond said cart frame width increasing stability whereby said cart can operate across slopes without tipping over.

3. The cart of claim two wherein the extension of said first wheel means is approximately one and one half the width of said cart frame increasing stability whereby said cart can operate across slopes without tipping over.
4. The cart of claim one wherein said first suspension means is disposed between said wheel means and said cart frame.
5. The cart of claim one wherein said first suspension means utilizes a spring device for shock absorption.
6. The suspension of claim five wherein said spring device is a coil spring.
7. The cart of claim one wherein said first suspension means utilizes a first pneumatic means for shock absorption.
8. The cart of claim one wherein said first suspension means utilizes a first elastometric means for shock absorption.
9. The suspension of claim eight wherein said first elastometric means is rubber.
10. The cart of claim one wherein said first suspension means is disposed at an angle to enhance shock absorption.
11. The cart of claim 10 wherein the angle said first suspension means is disposed at is approximately forty five degrees to orient said suspension perpendicular to the ground when moving cargo to maximize suspension performance.

12 A method for stabilizing hand carts, comprising;

(a) a shock absorbing means which will absorb and dissipate shocks as said cart crosses rough or uneven terrain

(b) pneumatic tires which will absorb and dissipate shocks as said cart crosses rough or uneven terrain

(c) a means of supporting said tires outside the width of said cart providing enhanced stability as said cart crosses rough or uneven terrain

whereby said shock absorbing means is angled to a perpendicular orientation to the ground when the cart is in the cargo moving position.